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JAMES GORDON BENNETT,
PROPRIETOR AND EDITOR.

OFFICE N. E. CORNER OF FULTON AND NASSAU STS.

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ADVERTISEMENTS received every day.

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AMUSEMENTS TO-MORROW EVENING.

POWERY THEATRE. Henry—WILLIAM TELL—PAUL BOWEN—GUARDIAN ANGEL.

BROADWAY THEATRE. Broadway—HERMAN—TWO BROTHERS.

NIROLO'S—CROWN DIAMONDS—IRISH SECRETARY.

BURTON'S THEATRE. Chambers street—TWENTY-NINE—MAD OF THE MOUNTAIN.

NATIONAL THEATRE. Chambers street—CARTER OF BUCKS—MILLER'S MAID—CROSSING THE LINE.

METROPOLITAN HALL—DEWEY'S CONCERT.

AMERICAN MUSEUM—AMUSEMENT PERFORMANCES IN THE AFTERNOON AND EVENING.

POWERY AMPHITHEATRE. Bowery—EQUESTRIAN PERFORMANCES.

CHRISTY'S MIN' RELS. Mechanics' Hall, 472 Broadway—EQUESTRIAN MINSTRELS.

WOOD'S MINSTRELS. Wood's Musical Hall, 444 Broadway—EQUESTRIAN MINSTRELS.

New York, Sunday, April 4, 1854.

The News.

A medium supply of telegraphic information this morning, fortunately enables us to furnish a great variety of highly entertaining reading which would otherwise have been crowded out. The few despatches we have, however, will be found unusually interesting.

Our special Washington correspondent writes that it is in contemplation to refer all the bills granting lands for railroad purposes to a special committee in the House, whose duty it will be to "separate the wheat from the chaff." This should have been done long ago. The committee can push along the public business while the politicians express their sapient opinions on the Presidential question. That some of the railroad schemes, for the benefit of which lands have been appropriated during the present session, are really worthy of national encouragement there is no doubt—still, a majority of them are chimerical and never can be of any practical utility. The proceeds of the lands with which Congress has so liberally endowed them, will go into the pockets of avaricious speculators, and will be the last of them. Bills which literally squandered the public domain, have been rushed through with locomotive speed. Nearly the only debate that occurred while they were under consideration, was whether Cass, Buchanan, Douglas, or somebody else, was the most popular candidate with the democrats—whether Fillmore, Webster, or Scott, would be the nominee of the whigs; and whether white or black girls were in the ascendancy among the gallants of Massachusetts. No wonder that the people complain of the want of attention to the public business when proceedings of this nature are of daily occurrence in our national legislature.

Quite a spirited discussion took place in the State Senate yesterday, on the question of referring to the committee of the whole the Assembly bill requiring the Canal Auditor to pay the drafts of the Commissioners. The bill was finally made the special order for Tuesday afternoon, when it is evident that a warm and protracted debate will ensue, as many of the leading democratic Senators have avowed their intention of resisting it with all their power. This bill is certainly unnecessary, and is doomed to be of no avail whatever. The Auditor has declared that he will not be controlled by the mandates of the Legislature, but by the courts; and as the matter has already been carried before the latter tribunals for adjudication, our legislators may as well drop the subject, and endeavor to attend to some other business, in which they can be of a little service to their constituents. The Supreme Court, yesterday, in the case of Phelps vs. the Auditor, decided that the latter must pay the drafts. The Auditor, to make "assurance doubly sure," will now carry the matter up to the Court of Appeals, where the whole can question—including the peculiar contracts which deprived the people of three millions of dollars—will be finally settled, so far as concerns legislative and judicial action. The people will reserve their decision in the case till the next State election.

Several important bills were passed in the Assembly yesterday. Several of the property holders in this city, will probably be pleased to learn of the defeat of the bill authorizing the building of a bridge across the Harlem river. For the special accommodation of the New Rochelle Railroad. No objection would have been made to the measure had the company made arrangements to run over the bridge of the Harlem and New Haven roads; but the creation of another blockade over a navigable tidewater stream was considered inexpedient, and is doubtless unconstitutional.

The act to permit the retention of fugitive slaves in the jails of Pennsylvania, has been ordered to a third reading in the House of Representatives in that State. The same measure was vetoed during a former session, by ex-Gov. Johnston.

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The publication of the report of the proceedings of the Young Men's Whig Committee has produced quite a flutter among some of its members, and has sadly disturbed their equanimity. Erastus Brooks, of the Express, the Chairman of the committee, and Nathan C. Ely, Chairman of the sub-committee, appointed to wait on Mr. Maxwell, the Collector, have waxed very wrathful and denounced those members who reported the proceedings. They are desperately annoyed that the gag rule adopted by the majority cannot be practically carried into effect. The Evening Express says the reports, both in the Herald and the Tribune of yesterday, are "false and malicious," but that it "is not at liberty to correct the mis-statements," for none but the meanest kind of a whig would divulge the secrets of the committee—a very convenient method of avoiding some disagreeable particulars. Yet, curious enough, immediately under this editorial declaration, appears a communication from Nathan C. Ely, in which he does the very thing that the Express condemns, and that journal, with characteristic consistency, lauds the letter and the writer. Mr. Ely states that "the Collector did not say, nor did the committee report, that no one but a Fillmore man should hold office in the Custom House. On the contrary, he held only that no man ought to hold office there who would abuse the power entrusted to him, by being an active opponent or enemy of the administration." Now, we happen to have the words of the report on this point, as taken down at the time by a member of the committee, who stands at least as high in the public estimation as Mr. Ely, and that gentleman's account is corroborated by the distinct recollection of two others, and until the report itself is published entire, we must hold that our information is correct. Let Messrs. Ely and Brooks publish it, if they dare. The account published in the Tribune was the same in substance as that in the Herald. The principal difference is, that our report was more full and detailed. But in the vital point—that "no man did or should get his bread from any office in the Custom House who was not a friend of Fillmore"—both the reports are identical; and it is likely, we ask, that the Herald and Tribune would combine to misrepresent the proceedings? The best test, therefore, of the accuracy of our report, is the fact that it is the very same as that furnished to the Tribune by one of its own reporters who was present, being a member of the committee. Messrs. Brooks and Ely may, therefore, go and tell "the horse marines" their stories about misstatements. The public will not believe them. The most charitable thing to say of these gentlemen is, that they have shocking bad memories. Some members of the committee and politicians outside feel, no doubt, with the Express, that "arrant mischief" is done to individuals, if not to the party, by telling the truth. But our motto is—"Honesty is the best policy." Let the truth come out, no matter whom or what it may injure; and "let justice be done, though the heavens should fall."

Since the foregoing was written, we received a communication from a member of the General Committee, in which, after quoting the disclaimers in the Express, he goes on to say:

"The committee did report that Mr. Maxwell said 'that no one did or should receive his bread from an office held in the Custom House, who was not a friend of Fillmore.' Mr. Brooks, however, has been ordered to a third reading in the House of Representatives in that State. The same measure was vetoed during a former session, by ex-Gov. Johnston."

We have a brief account of another most horrible catastrophe on the Ohio river. The boilers of the steamer Holstone exploded yesterday afternoon, and so completely over the vessel to pieces that she immediately sank. There were seventy persons on board at the time, nearly all of whom lost their lives. Of the crew, only the captain and clerk were spared, and the former is said to have been severely injured that it is doubtful whether he can recover. The numerous disasters of this kind are truly appalling. Laws have been enacted for ensuring the safety of passengers, which require the inspection of vessels and engines; nevertheless, steamers are continually to be found running without the necessary guarantees or certificates that they are trustworthy; and even the inspectors appointed to make the proper surveys are, in nine cases out of twelve, incompetent, and know nothing about the business which they undertake to do. This is trifling with life and limb. If Congress would let politics alone for a few days, and turn its attention to this matter, much might be done to remedy the flagrant evils that now exist. No man should be allowed to run a steam engine who does not thoroughly understand his business, and have a certificate from a board of practical engineers; and no steamer should be permitted to run, the boilers of which have not been pronounced safe by a board of experienced engineers and boiler makers. It is mainly owing to the lack of competency on the part of engineers, that these calamities take place, and there is no other way of checking them than by subjecting these men to the most rigid examination prior to entrusting human life to their keeping.

A dispatch from New Orleans announces that the steamship Independence was totally wrecked in Matagorda Bay, on the 23rd ult. Seven persons, whose names are given in the account, were drowned. It appears that the representatives in the late Methodist Episcopal Conference, in Philadelphia, deemed it inexpedient to involve the Maine Liquor law, or any other political question, and therefore very wisely laid a temperance resolution on the table.

The fugitive slave, Horace Preston, the fifth arrested in this city under the new law, was ordered to be returned to his owner, yesterday morning, by Mr. Commissioner Norton. As he was immediately transmitted en route to Baltimore, and at 4 o'clock a telegraphic despatch was received from New

Brunswick, stating that they had got safe so far. Previous to his departure, an affecting scene took place in the Marshal's office. His wife, a woman nearly white, came to Deputy Marshal Thompson, and begged that he would permit her daughter by her former husband, a little girl of about seven years of age, to take farewell of her step-father. The request was unhesitatingly complied with, and the little girl, who is much attached to Horace, clung to him with great affection. The stern majesty of the law, however, intervened; the slave must be sent to the service that he owed; and he was removed in the custody of Mr. B. H. Tallmadge, Jr., Mr. Thompson, and two assistant officers, (D'Angeli and Rakieleweiz.) At the Courtland street ferry a number of colored people assembled to bid him farewell. The officers permitted the interchange of adieus. One colored friend said to him, "Horace, be a man; never consent to be a slave; die first; put an end to your own life." Another declared that he would give five dollars towards his coffin, but he would not give five cents towards purchasing his freedom, as that was all the claimant required. Horace said to one of the deputy Marshals that he had been always well treated at Baltimore, "but then," said he, "it is hard, now having been so long away, to be torn from my wife and children without the hope of ever seeing them again." He thought, however, he would not follow the advice of his friends, to die, but would run the course of his natural life.

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